

BEACONS NOT YET LIGHTED

There are two "fatherless" lighthouses in the Territory of the type shown in the picture herewith. The type is distinctly Hawaiian. The author of the style is Lieut. J. H. Slattery of the United States Army Engineer Corps. The two lights have been erected on land belonging to the United States at Keaholu, on the extreme western point of Hawaii county, and at Ka Lae, the extreme southern point of that county.

They are officially known as "beacon lights," which do not require a special appropriation from Congress for their construction, as distinguished from lighthouses which do require special mention in national legislative enactment by items in appropriation bills. The lights, however, which are equipped with French lenses, are about the same strength as the light in the lighthouse at Honolulu harbor, which is officially called a "lantern of the sixth order."

Although these lights have been properly installed in lighthouses constructed for their special accommodation, and are ready for use, and have been for some days, they are not burning. It happens in this way. It is made the duty of the Army Engineer Corps to construct all lighthouses and beacons and install lights. It is also its duty to make all repairs thereto which may be necessary. But it is the duty of the Lighthouse Establishment, of the Department of Commerce and Labor, to take them over from the War Department and provide keepers and supplies in the way of oil, etc. An officer of the navy is always detailed as "Inspector of the Lighthouse District" and he acts for the Department of Commerce and Labor and the lights, when taken over, become what are officially known as "aids to navigation."

NOT YET LIGHTED.

But these two Hawaii county lighthouses or "beacons" are not yet "aids to navigation" and nobody knows when they will be classed as such. The difficulty is that the Department of Commerce and Labor, or more specifically, its "Lighthouse Establishment," has no funds with which to pay keepers or provide oil and other supplies. Lighthouses whose lamps are not "kept trimmed and burning" are as useless as those of the foolish virgins of Bible lore. Hence the lighthouse establishment, locally represented by Captain A. P. Niblack, assistant to the inspector of the twelfth lighthouse district, refused to recognize the new "lights" for the very good reason that they are not yet lights, but merely places where lights ought to be.

This brings out the facts which show the difficulties under which the lighthouses have been managed by Uncle Sam since they were taken over from the Hawaiian Government in 1904, at the suggestion of the Delegate to Congress, Prince Kuhio.

It will be remembered that the Lighthouse Board did not know that Hawaii was an integral part of the United States and supposed it to be an insular possession, but upon its being proven to their satisfaction by Mr. Clark that this was part of Uncle Sam's domain, they took over lighthouses.

They have since been maintained under the general appropriation which is annually made by Congress for the maintenance of the lighthouse establishment and which is then apportioned in Washington according to the needs and demands of the various lighthouse districts. Although the officials directly in charge do not say so themselves, other officials connected with the work state that there has been no increase in the general lighthouse establishment appropriation nor in the appropriation for the construction and repair of lighthouses and the construction of beacons since then for the purpose of specifically providing for the Hawaiian service. And that, therefore, it has been necessary to "squeeze out" from the general appropriation and, of course, from some other district, the funds or allotment of funds with which Hawaii has been supplied with "aids to navigation."

WHERE CREDIT IS DUE.

The result has been that both the navy officer in charge of the lighthouse establishment here and the army engineer charged with construction and repair have been put to their wits' ends to do what the service here demanded of them. That they have succeeded so well reflects great credit upon Lieut. Slattery and Capt. Niblack, respectively, as well as upon the national lighthouse board that has made the allotment of appropriations.

When the lighthouse service was taken over, many of the lighthouse keepers had practically no houses in which to live, or else were compelled to travel several miles two or three or four times a day over the worst of roads, or no roads at all, or over lava beds to reach their posts of duty. Little by little this has been changed and by spending a few dollars here and a few more there, conditions have been gradually improved. The character of the service has also been distinctly improved.

For instance, the American lighthouse board found in the so-called lighthouses at Puakoa Point, Hawaii County, Kawaihae, Hawaii County, Maalaea Bay, Maui County, Mahukona, Hawaii County, Nawiliwili, Kauai County, and even in the second or shore range light in Honolulu harbor, common kitchen lamps of about three candle power. One by one, these have been removed and lanterns costing about \$150 apiece, have been substituted.

At Laupahoehoe, Hawaii County, and Kanahoe Point, Maui County, the existing structures were found in an advanced state of decay. The appropriations called for nothing but repairs. Repairs, however, would have been a waste of money. So Lieutenant Slattery took the bull by the horns and tore down the old buildings and put up new ones and called the work "re-

pairs." It is said that at first the lighthouse board put up a very forcible kick at this sort of "repair" work. They based their objections on two grounds. First, that it was "construction" and not "repair" work that was being done and, second, on the ground that the property upon which the lighthouses stood did not in all cases belong to the United States government.

Thereupon long correspondence ensued and finally the lighthouse board notified Lieut. Slattery to "assume that the United States owns the land" and they also stretched the point about the ordinary definition of the word "repair" for the sake of getting something done where the need was so very urgent.

SLATTERY'S BEACONS.

It was in doing this work that Lieutenant Slattery thought out the scheme of constructing "beacons" instead of lighthouses and finally the Lighthouse Board said it would approve the construction of the Slattery type of "beacons." The two first mentioned are the fourth and fifth to be so constructed. The other three are at Laupahoehoe, Kanahoe and Midway. One more will be constructed, in April, at Kalaupapa, Maui county. The last four are new ones located where there never have been lighthouses before. And, as stated, they must be called "beacons" although doing lighthouse service, on account of the strict construction which the auditors of the national government place upon the federal appropriation laws.

The Laupahoehoe light was the first to be built and the Lighthouse Board did not like the type, as the light came up out of the roof of the house below. Then the type above was sent on to Washington from Hawaii and duly approved. As will be seen by glancing at the diagram, the light or lantern is raised to the top of a pole thirty-five feet in height. By an ingenious device, the lantern goes above the top of the pole so that there is absolutely nothing to obstruct the light shed by the lantern in any direction. In the morning, the light is lowered, as shown in section or second diagram, and rests upon a car. Being then unfastened from the pole, it runs on a little track into the house where it is cleaned and kept all day free from exposure to the weather.

This feature alone will make the light last nearly twice as long as it otherwise would. In the house is stored the supplies and also there is

room for the keeper to sleep. It will be noticed that both the foundations of the house and the pole are deeply bedded in concrete so as to make everything perfectly solid. These lights can be seen for eight or nine miles and are entirely sufficient as guides to coasting vessels, and the type has now been pronounced entirely satisfactory by the Lighthouse Board at Washington.

Of course, for Makapuu point and Honolulu itself very expensive and powerful lights are proposed to be established which can be seen for eighteen to twenty miles at sea, for that is where the ships and steamers coming from over-sea ports need the lighthouse system, and it is highly requisite that the first light that is picked up by a vessel be seen at as long a distance from land as is possible. The "Hawaiian Island type" as the Slattery type is known in Washington, costs about \$400 and therefore comes within the "beacon" limit, for anything that costs over \$500 is styled a lighthouse.

At Lahaina, Maui county, were also common kitchen lamps doing duty as lighthouse lanterns. White, green and red glass was used to show to the way-faring mariner the position of the entrance to the reef. This has been done away with and an inexpensive but much improved tower has been built and a modern French lens lantern installed.

Diamond Head light, the crack light of the Republic of Hawaii, has been changed also. The change there, however, consisted in removing the Washington lights installed there and substituting the regular lighthouse pattern, as more reliable for lighthouse purposes.

At Pepeekeo and Kohala, both Hawaii county, there had been French lens lanterns installed by the Hawaiian government, but the American government did not use that particular style and they had to be replaced by the regular style, principally on account of the difference in the wicks. Every lighthouse taken over by Uncle Sam has been changed in some way and all without special appropriations. It is now up to Congress to see that the appropriations are made sufficient to carry out the recommendations of the local federal officials along those lines.

In addition to the big lighthouse wanted for Makapuu point supplied with a light of the first order at a cost of \$60,000, a \$30,000 lighthouse in

Honolulu harbor and a \$10,000 land or second range light on shore in Honolulu, money is needed for replacing the Pepeekeo and Nawiliwili lights (the Pepeekeo being particularly important) and for supplying the two new Hawaii county and the new Leper Settlement light with keepers and supplies.

MIOWERA HAD ROUGH TRIP.

With seas frequently washing over the bow and forward deck and almost up to the bridge, the Royal Mail Steamship Miowera had a rough trip all the way from Cape Plattery to Honolulu. The vessel reached the Bishop wharf last evening at 6:15, and departed again for the Colonies shortly after 10 p. m.

The passage from Victoria here was one of the roughest in the history of

the Miowera. The vessel was overdue at this port some thirty-six hours up to the time of her arrival and shore people had conjectured all sorts of disasters for the liner. The worst she had to contend with, however, was the continual bucking against heavy seas. She was fourteen hours late in leaving Vancouver. She left this port at 3 a. m. January 6 and arrived at Victoria at 9:30 a. m. the same day, leaving there two hours later. The vessel experienced light easterly winds and clear weather to the time of passing Cape Plattery. Thence the wind increased to a strong gale from S.E., with high seas. This weather continued to midnight, January 10, in Lat. 30 N., the wind hauling to S.W. and N.W. with squally weather and heavy cross seas. Thence a strong S.W. wind was experienced, with clear weather

NICHOLAS LONGWORTH.

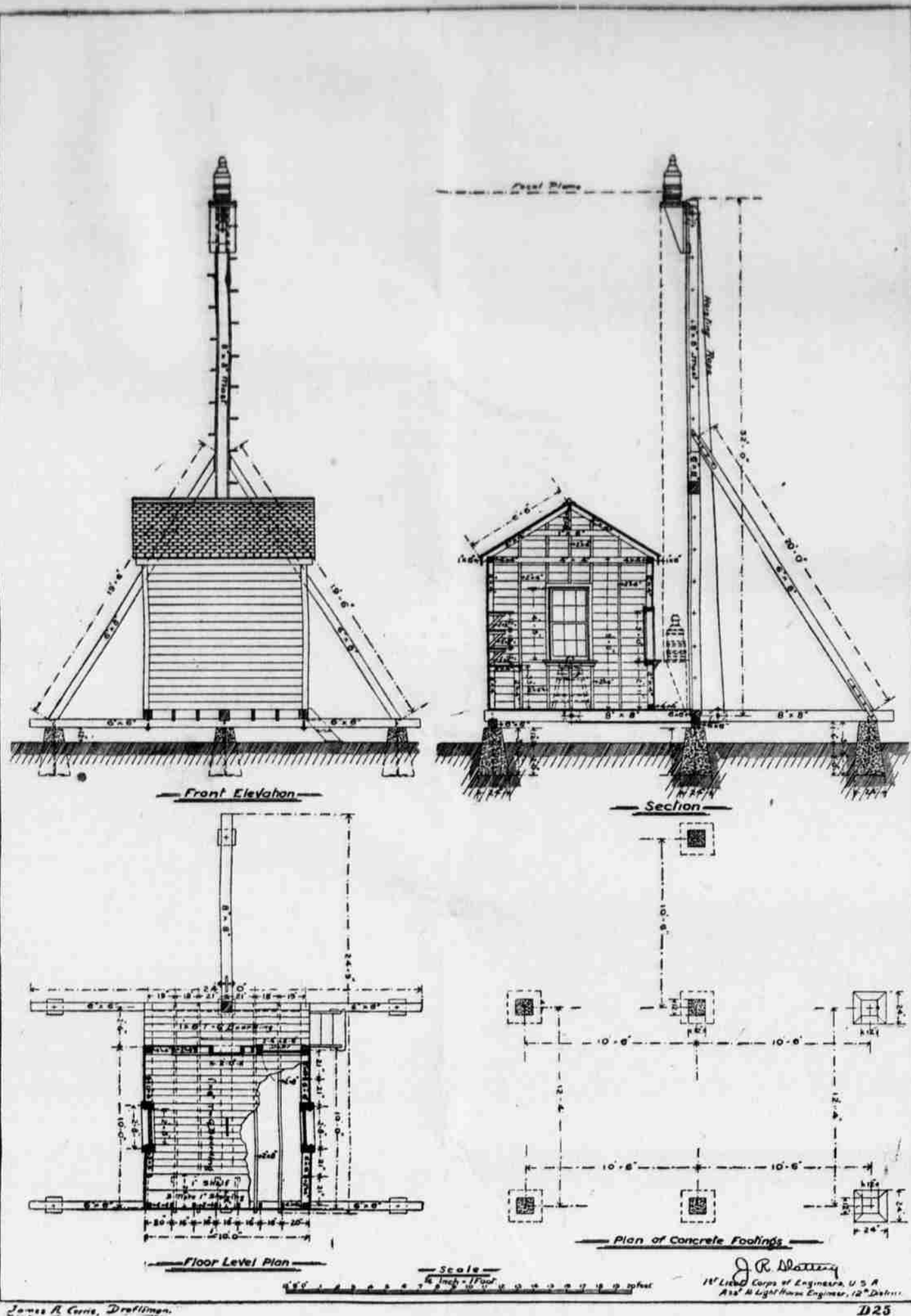
Representative Nicholas Longworth, whose engagement to Miss Alice L. Roosevelt was recently announced from Washington, is the only son of the late Nicholas Longworth, of Cincinnati, one of the wealthy men of the Ohio metropolis a generation ago. He was born in Cincinnati, November 5, 1869. After graduating from Harvard in 1891, Mr. Longworth was admitted to the bar of Cincinnati, and he is now serving his second term as Representative from the First Ohio District. The wedding, it is announced, will take place on February 17 at the White House, and will be the first to be celebrated there since the marriage of President Cleveland to Miss Frances Folsom, in 1886. The New York World says of Mr. Longworth:

"Mr. Longworth is five feet eight inches in height with a round, good-natured face, and extremely bald. He is always well dressed. He is rich, and his family is one of the oldest in Cincinnati. He does not practice his profession very assiduously. When he had had his college fling and had settled down he went into politics and became a follower of George B. Cox, the recently deposed Cincinnati boss."

"Mr. Longworth used to be a champion golfer in the Cincinnati district. He has also had his fun. Once, on a wager, he drove a golf ball from the front door of the St. Nicholas Hotel to Covington in a certain number of strokes through the city streets. He won his bet, but had to pay for several broken windows. He is generally spoken of by those who know him as a 'good fellow.' He is polite, amiable and reconciled to his own limitations, which lead him in the direction of society rather than statesmanship. He has done nothing in the House during the time he has served that has attracted attention, but has always voted 'right.' He is a favorite of Speaker Cannon, and has places on the Foreign Affairs and Pensions Committees."



Nicholas Longworth



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but rough head sea, to Lat. 28 N. The Miowera brought six passengers for Honolulu and carried a large through list. She took no coal here. Owing to the rough weather at the mouth of the harbor the local doctor did not board the vessel until she was inside the harbor.

NEW SHIPS FOR ORIENTAL TRADE.

SEATTLE, Dec. 30.—The Chargeur Steamship Co., a French corporation, will operate after the first of the year a line of steamers between old world ports and Portland and San Francisco. The ships will load at Havre, Dunkirk and Swansea, coming to the Pacific Coast by way of the Suez Canal with many stops in the Orient. Returning the ships will sail down the Pacific, taking freight for Mexico and Central American ports. In South America a cargo will be taken on for the home points.

The company operates forty steamers ranging from 1500 to 5000 tons. The first steamer will reach San Francisco about January 12 and will then proceed to Portland and Puget Sound. A large amount of wheat will be taken on at Portland. Lumber and wheat will be the cargo that the freighters will load at Portland and Puget Sound.

Delegates Loebenstein and Case, respectively of Hawaii and Maui, arrived in the Kinau and will confer with the Oahu delegates early this week. Kauai has thus far raised no fund to send a delegate, nor has a man been nominated to represent that island.